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[a30-5]

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[a1351]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VUE ROAD  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, AUGUST 8th, 1911.

SOMEONE writing from Ningpo to a Shanghai paper a few weeks ago concerning the number of students who had returned to that port from various colleges for the summer vacation, remarked that the observer of the changed aspect of the thoroughfares with so many queueless youths in the crowd could not fail to be impressed with the fact that we are bidding an eternal farewell to the queue. We do not think as much can be said in South China. Twelve months ago we heard every week of meetings being held in Canton, Hongkong and elsewhere in South China to advocate the cutting of the queue. Many hundreds of people were wont to assemble at these meetings, and barbers were kept busily employed on the platforms lopping off with their scissors the hirsute appendage and dressing the hair in European style. No argument is necessary to show that the queue is, in many ways, an extremely inconvenient, and, in certain modern occupations, a distinctly dangerous appendage. By sanction of Imperial Edict students and officials going abroad had been allowed to cut their queues, and so it was inferred that the movement for generally changing the tonsorial fashion was more likely to receive official encouragement than condemnation. But while officialdom, like Brer Rabbit, "lay low and said nuffink," it looked askance at the movement; there was a suspicion or a perception that it was of sinister import, and when, at last, a revolutionary rising

broke out at Canton and it was seen to be largely the work of queueless men, every son of Han without a queue henceforth became suspect. Reports from Canton told us that many of those who fell into the hands of the forces of law and order had short shrift. Having lost their queues they came now to lose their heads, and there is reason to fear that in not a few cases the absence of a queue was in itself deemed proof sufficient of complicity in the revolutionary campaign. Consequently numbers of men, both young and old, who in the enthusiasm of the anti-queue campaign got rid of the hirsute adornment, but who had no part or lot in the revolutionary rising, deemed it prudent to hide their veritably "diminished heads" for days, fearing that they might be swiftly overtaken by a fate they had done nothing to merit. Ever since then the queueless man has been suspect in Canton, and freedom from serious inconvenience is only assured if he is able to produce satisfactory papers of identification. Every week rumours are floating down from Canton that "another rising is imminent." Trade is stagnant, people continue to leave the city for the security of Hongkong and even of Mexico, while it is currently reported that the transfer of Chinese money to the foreign banks during the last few months has reached a very large amount indeed. In the circumstances we have sketched, all enthusiasm for the removal of the queue seems to have entirely evaporated in South China. We hear absolutely nothing of the anti-queue movement now, and hundreds who are now without queues would rejoice and be exceeding glad if they could restore them, if only because a queue is a passport which frees the wearer as a rule from the unwelcome attentions of the police in Canton. The revolutionary rising in Canton, whatever else it may have done, has certainly postponed the day in South China when we shall be "bidding an eternal farewell to the queue."

The Hongkong Ice Co. announce an interim dividend of 82 per cent for the half year.

The Hongkong Ice Company and also the Oriental Brewery Co. announce that the price of ice is reduced to one cent per pound.

The British... Yesterday 97 undesirable arrived here from Saigon, bringing the number sent from that port to here this year up to 1,120.

Conditions of license for the storage of compressed oxygen and dissolved acetylene are published in the Gazette. The latter article has been deemed to be dangerous goods.

Mr. Marie, the assistant consulting architect in the service of the Philippine Government, is stated to be working on plans for a new P750,000 custom house to be built in Manila.

The Shanghai Times says it has good authority for stating that plans have been prepared and are already well advanced for the establishment of rope-making works on a large scale in Shanghai.

An interport polo team consisting of Messrs. A. W. Burkill, V. Davies, D. Hartley and J. Bell-Irving left Shanghai last week for Tientsin. The team took with them eleven ponies and one motor car.

The engagement is announced of Mr. Emil S. Fischer, of Tientsin, to Miss Alice Moore, of London, daughter of the late Mr. and Mrs. Lewis Moore, who were well-known residents of Shanghai.

Owing to the resignation of Mr. A. H. Collinson, President of the Shanghai Society of Engineers and Architects, a meeting was held last week and Mr. T. H. U. Aldridge was elected to fill the vacancy.

The work of clearing the various blocks on the Kowloon-Canton Railway due to landslides at several places on the route has proceeded so effectively that the line will be open to traffic to-day, the ordinary service being resumed.

Capt. C. A. Chaytor and E. H. Biggs and Lieut. H. A. Law, of the Hongkong garrison, have been spending a week in the neighbourhood of Dairen and Port Arthur. From there they intended to proceed to Tientsin and Peking.

Mr. Mee Chung took a series of typhoon photographs representing such scenes as the Happy Valley under water, the sampans and junks packed into the typhoon shelter at Causeway Bay, and the Praya swept by sea water.

Though these are dull and uninteresting days, the city has not been altogether without sensations. Yesterday great excitement prevailed at West Point when it was declared that four alligators had escaped from a local place of entertainment. The Chinese were alarmed, as well they might, and they regarded the monsters as having come from the sea. However, the Chinese police were armed with spears and bravely tackled the animals, two being killed. By this time the owner came upon the scene, and he grabbed the survivors by the snout and dropped them into a huge basket.

At the Magistrate's yesterday a Chinese engineer on the s.s. *Sui On* was charged with having in his possession 1,000 rounds of ammunition. He said they did not belong to him, and the case was remanded until Wednesday.

A fire broke out in a godown at West Point on Sunday afternoon and was not extinguished until yesterday morning. It is supposed to have been due to the overheating of a kitchen flue in an adjoining house. The extent of the damage is not known, but the premises and goods are insured up to \$60,000.

## SHIPPING IN THE HARBOUR.

On Friday, Saturday and Sunday, while the storm was raging, there were hardly a dozen large vessels to be seen in Hongkong harbour. About two o'clock yesterday our shipping lists showed a total of 73 steamers—of which 63 were correct, 63 steamers and one sailing ship.

This number does not include the river steamers. The harbour, indeed, with steam launches and sampans flitting in and out among the larger ships presented a busier aspect than we have seen it wear for some time past.

## THE RAINFALL.

An idea seems to prevail that the rainfall between 10 a.m. on Saturday and 10 a.m. on Sunday—13.71 inches—is about the heaviest on record in Hongkong for a period of twenty-four hours. That, however, is not the case. Old residents recall a much heavier rainfall on May 29th, 1899. On referring to the meteorological records we find that on that occasion 22.86 inches of rain fell in the twenty-four hours. The rainfall for the whole month of May, 1899, was 46.64 inches.

## THE STORM.

Reports are coming to hand showing that the protracted rain of last week has done considerable damage in the outlying portions of the Colony.

At the Peak the most serious happening was the dislodgement of a rock weighing about ten tons which has fallen upon the servants' quarters of a house in Craigina Road. There is a danger of it crashing through, and the quarters have been vacated. Elsewhere portions of the hillsides have been washed away.

From the Belle View Hotel towards Quarry Bay portions of the sea wall have been damaged. At Taikeo considerable injury has been done to the wall.

Reports from Sheung Shui are to the effect that the hillsides are being washed away.

On Sunday afternoon the water at the race course, Happy Valley, was nearly as high as the rails, but it quickly subsided when the rain ceased.

## FILLIS' GREAT CIRCUS.

Frank Fillis' Great European Circus, which has been touring the world for the past 30 years, is again paying us a visit, and the grand opening will take place in the Victoria Skating Rink, away from all Hongkong typhoons, on Friday, August 11th, when the Rink will be specially fitted up for this great occasion and the comfort of the patrons. Thirty (30) star artists, culled from the world's great shows, is on the bill. The Circus has been showing at Macao and has been a tremendous success, everybody being enthusiastic in praise of the wonderful show provided by Fillis' Circus. *Advt.*

## NAVAL DOCKS AT SHANGHAI.

Whether China is wise in even thinking about the establishment of a naval dock at Shanghai is an open question, says the *Naval Mercury*. The draught of ships able to enter and leave Shanghai at all states of the tide, as naval vessels ought to be able to do, is strictly limited, so limited that the use of any naval establishment here must be confined to cruisers and smaller craft. Then it becomes a question whether the trifling away of money on a new dock here—where already half a dozen or so—is worth while. There is a great tendency in China for pressure to be brought for the construction of Government works in places, and at times when they had far better never have been begun. But somebody, somewhere, is going to make a fat commission to give it its softened Western name, and the thing is accomplished. Recently the Secretary to the American Navy has told how the ormele is worked there, and how the United States Government literally shovels away money in the excavating of docks where they can be of no use except as a means of enriching a few local people and such contractors as are lucky enough to secure contracts. The navy only stands to lose by such expenditure, although the money so spent is supposed to be for its good. Just now China is threatened with the same sort of policy. In one of our issues recently, it was stated that enquiries were being made as to the feasibility of Newchwang or its neighbourhood being utilisable for naval purposes. Apart from the circumstance that the port is frozen up all the winter, the fact that the draught of water is at times very small is sufficient answer to such a suggestion. Other places along the coast with equally poor facilities have been suggested.

With regard to the newest of all, that above referred to respecting the establishment of a naval dock here, there is another consideration. It is true that Shanghai is Chinese soil. But it is also true that part of it has been set aside for the residence of foreign merchants, &c. Now in all the disputes in which, since 1842, China has found herself with foreign nations, the fact that there are International Settlements at Shanghai has saved Shanghai from the effects of war. In 1884-5, France promised to leave it alone; in 1894-5, Japan did the same. In 1900, not a shot was fired at Shanghai. She might have been in a neutral land. Would this be so if we had a naval dock here? That is a matter for China as well as ourselves to ponder seriously.

## TELEGRAMS

[THROUGH REUTER'S AGENCY.]

## THE POLITICAL CRISIS.

TO-DAY'S DEBATE.

London, August 6th.

Although the result is a foregone conclusion, interest momentarily centres on the debate on Mr. Balfour's motion.

No official amendment will be forthcoming, but the Government will probably support the amendment of Mr. Crawshaw Williams, declaring that the advice of His Majesty's Ministers was the most proper and most practical method whereby the determination of the people can be enabled to prevail against the obstinate opposition of the unrepresentative second chamber. All parties have issued urgent whips.

## LONDON DOCKERS' STRIKE.

SIXTY THOUSAND MEN IDLE.

London, August 7th.

The Dockers' Strike Committee have ordered the general cessation of work in London. The men idle yesterday were variously estimated at 25,000.

The Executive of the National Transport Workers' Federation had decided that even if arbitration be in favour of the dockers they will not resume until the demands of the lighter-men and others are conceded.

LATER.

A mass meeting of 14,000 strikers was held at Trafalgar Square, at which Sir Albert Rolitt's award was announced. The increase of pay and overtime desired by the men was granted.

The men, however, will not resume work until the demands of the lighter-men and others are conceded.

The news was received with the greatest enthusiasm by the executive of the London Carriers' Trade Union, who decided to order a strike owing to the masters' delay in Twenty-five thousand men are affected.

LATER.

Sir Albert Rolitt's award has relieved the tension, but the situation is otherwise, unimproved. It is expected that sixty thousand people will be idle to-morrow.

The lighter-men and coal porters and their respective employers will confer to-morrow under the auspices of the Board of Trade.

Prices of food in London are rising.

The Midway ports are affected, and shipment of Government stores has been impeded.

## RAILWAY PORTERS' STRIKE.

London, August 7th.

The strike of railway porters at Lancashire is spreading to Manchester and other places. Twelve thousand persons are out.

## AMERICAN STEEL TRUST.

London, August 7th.

A message from Washington states that ex-President Roosevelt, testifying before a Congressional investigation committee into the methods of the Steel Trust, has accepted entire responsibility for the much-criticised sale of the Tennessee Coal and Iron Company to the Steel Corporation, declaring that the deal stopped the panic of 1907. He added that whatever he did in the matter was absolutely wise and right.

## ADMIRAL TOGO IN AMERICA.

London, August 7th.

The Mayor of New York received Admiral Togo to-day in the City Hall. Throngs of sightseers cheered the Japanese Admiral. In the course of a speech he expressed the opinion that it would be an advantage to Japan to join in an agreement similar to the Anglo-American Arbitration Treaty.

President Taft entertained the distinguished visitor at the White House in the evening, and in giving the toast of the Emperor of Japan paid a tribute to the important part played by Japan in facilitating the Anglo-American and Franco-American Treaties by her prompt and unreserved recognition in the recent Anglo-Japanese agreement of the great moral principle of arbitration. He confidently hoped that the time was not far distant when Japan would join in the movement now so auspiciously inaugurated.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## ANGLO-AMERICAN ARBITRATION.

PROVISIONS OF THE TREATY.

London, August 7th.

A Washington telegram states that the Senate has taken the unusual course of publishing the text of the Anglo-American and Franco-American Arbitration Treaties, although they have not yet received sanction at its hands.

This is done at the request of the Administration, which is desirous that they should receive the fullest consideration of the Press and the people in order that the Senate may be enlightened as to the real sentiments of the country, which should be the basis of its action.

Both treaties are identical, except that the preambles have minor differences.

The British preamble dwells on the desire of the contracting parties to perpetuate the peace existing between the two nations since 1814, and strengthened by the settlement in recent years of pending controversies, so that now, for the first time, no important differences exist between them. They are resolved that no further differences should be the cause of hostilities or disturb their good relations and friendship. The Treaty, which has seven Articles, will become effective when the ratifications have been exchanged. It is terminable on two years' notice.

Article I. provides for the submission of differences to The Hague Tribunal, or some other arbitral tribunal as may be decided by special agreement. Great Britain reserves the right before concluding a special agreement in any matter affecting the interests of the self-governing Dominions to obtain the concurrence of the dominion Government concerned.

Article II. provides for the institution of a request for arbitration, which upon the request of either party shall be referred to the Arbitral Tribunal. We had not then received the judgment of the Court, but it has since come to hand. It is no way alters the unanimous opinion of the directors that a serious miscarriage of justice, if not worse, has taken place, and we intend to call the attention of His Majesty's Government to the statements of which we complain in the judgment. So far as the company is concerned it is not a serious matter, but the shippers of the cargo, the officers and crew of the steamer and the underwriters are all sufferers by this reckless and wanton act of destruction. We have also to refer to the case of the *Poconchos* and *Lai Sang*. During the severe typhoon of 1908 our steamer broke adrift from her moorings in Hongkong Harbour and collided with and damaged the steamer *Poconchos*. The Admiralty Court found against our steamer, but the loss falling on our company will be a moderate one.

Article III. states that the recommendations of the commission shall in no wise have the character of an arbitral award. It shall decide whether the controversy should be submitted to arbitration.

Article VI. states that this Treaty shall supersede that of 1903, but it in no wise affects that of 1909 relating to the differences between the United States and Canada.

## SOCIALIST MEETING IN DUBLIN DISPERSED.

London, August 7th.

The police broke up a Socialist meeting in Dublin yesterday at which the speakers insulted the King.

Two women were arrested.

## FRANCE AND GERMANY.

London, August 7th.

Paris newspapers while agreeing that the semi-official Notes issued by Paris and Berlin yesterday explaining the state of the negotiations indicate a distinctly less strained situation, repeat that it would be a mistake to think that all difficulties had been removed, and point out that the French Note is less categorical than the German.

LATER.

Telegrams from Paris and Berlin agree that Germany's demands are now practically limited to the hinterland of the Cameroons and the French Congo.

## SOUTH AMERICAN PROBLEMS.

London, August 7th.

Owing to special quarantine restrictions by Uruguay and the Argentine Republic upon Italian immigrants, Italy has stopped all emigration thither, which means a great shortage of labour.

## ANGLOPHOBIA IN GERMANY.

London, August 7th.

The Berlin "Lokalanzeiger" declares that the attitude of British statesmen over Morocco has again excited anti-English feeling in Germany.

## COMPANY MEETING.

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

The 30th ordinary general meeting of the Indo-China Steam Navigation Company was held at the offices of the Company, 29, Cornhill, London, E.C., on 13th ult., Mr. Wm. Keswick, M.P. (chairman of the Company), presiding. The CHAIRMAN in proposing the adoption of the report and accounts said:—The report, which is in your hands, gives the main features of the working of the company for the year 1910, and it is satisfactory to note the improvement that has taken place in the earnings and the better position of the company now submitted to you, although the result is not equal to what at one time seemed probable. You are doubtless all aware of the financial difficulties that proved so disastrous to business generally in China during a large part of the year, and that although the efforts have largely been overcome, the entire evil done has not yet quite disappeared. The return, however, to a better condition of affairs is undoubted, and, combined with the outlet found for superabundant tonnage elsewhere than on the coast of China, affords us fair confidence in looking for a return of better times. There is no need to trouble you with lengthy details of the working of the various lines, but to prevent any over-sanguine feeling, it is necessary that we always bear in mind that we are subject to the keenest competition and have the same ups and downs and returning vicissitudes in the Far East that the shipping trade in all parts of the world encounter. We have experience in our favour in the management of the company and devotion to the interests committed to our charge. The accounts speak for themselves. The amount of depreciation written off the steamers is the same as last year, and the allowance made in reduction of the expenses of departure is £1,000 less. The revenue account has been credited with a transfer from the underwriting account of £20,000, and the balance is regarded by the Board as more than ample for the risk against which it is provided. During the year under review we have redeemed £18,650 of our first mortgage debentures in accordance with the terms of the trust deed, and have placed a further sum of £34,800, thus making the amount outstanding at December last £295,175. This amount, however, has been since reduced by the second drawing of debentures (£8,825), made in February of this year, and which are now being paid off. Debentures representing £1,500 purchased in the open market have also been cancelled. As you already know, the *Hipsang* claim for wrongful destruction by a Russian gunboat was decided against the steamer by the Russian Arbitral Tribunal, and the decision was upheld in the Appeal Court. We had not then received the judgment of the Court, but it has since come to hand. It is no way alters the unanimous opinion of the directors that a serious miscarriage of justice, if not worse, has taken place, and we intend to call the attention of His Majesty's Government to the statements of which we complain in the judgment. So far as the company is concerned it is not a serious matter, but the shippers of the cargo, the officers and crew of the steamer and the underwriters are all sufferers by this reckless and wanton act of destruction. We have also to refer to the case of the *Poconchos* and *Lai Sang*. During the severe typhoon of 1908 our steamer broke adrift from her moorings in Hongkong Harbour and collided with and damaged the steamer *Poconchos*. The Admiralty Court found against our steamer, but the loss falling on our company will be a moderate one.

Mr. H. BRAZLEY seconded the motion for the adoption of the report.

Replying to a shareholder, the Chairman stated with very great pleasure that the results for the current year foreshadowed up to the end of last month were quite favourable. He could not say exceedingly favourable, because he did not know the facts fully, but they were satisfactory.

The motion was carried unanimously. Resolutions were likewise adopted declaring a dividend of 3 per cent, being the balance of the preferred ordinary share dividend for the year 1908, and 6 per cent, being the preferred ordinary share dividend for the year ending December 31st, 1909; re-electing the retiring directors, Mr. Henry Beasley and Mr. Edward Beauchamp, M.P.; and reappointing the auditors, Messrs. Targum and Youngs & Co. In moving a very warm vote of thanks to the directors, general managers in China, the officers of the company's steamers and all the servants of the company, for their labours, and the very satisfactory results of the past year, Mr. ALFORD remarked that they had not attained the high results secured some years ago. He believed that in the year 1900 they netted £148,000 or thereabouts. But still, the sum of £38,000 they had netted was by no means a small one, and they had every reason to thank all those who were concerned for this valuable result.

The CHAIRMAN in his reply said there were always uncertain times before shipping interests but at the present moment things looked on the up grade, and he was hopeful that when they met next year it would be to congratulate them upon better results than had, unfortunately, been experienced in the last few years. He believed they were in for better times, but must not be too sanguine.

The Shanghai Cricket Club has accepted the invitation of the British Admiral at Weihaiwei to send up a cricket team to meet the Navy. The team has practically been decided upon, and while it will not be a thoroughly representative one it will include several well-known players—A. E. Lanning, G. M. Billings, G. C. Wingrove and R. M. J. Martin. The match was to begin yesterday.



## HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

July 11th.

## THE INDIA-RUBBER TRADE.

The growing importance of the Indian rubber trade in Hamburg has given rise to the wish to render it more independent of the London market, which has so far taken the lead, by establishing a "futures exchange" in this city. As this, however, would require the sanction of the imperial government, which, as illustrated by the famous Bursengesetz of 1896, does not seem inclined to encourage anything that in its eyes tends to encourage gambling, it has been deemed advisable to follow the example of the metal firms, who began by introducing a system of "deferred deliveries," and have since lately obtained permission to open a regular futures market, the advantages to be derived from such by legitimate dealers having been once more proved beyond doubt.

The rules drawn up by the committee appointed for the purpose by the rubber merchant provide that "the hard rubber Para" shall form the basis of contracts, but that "first latex Hevea Plantation rubber" shall also be tenderable at an increase in price of 50 Pf. per kilo. Dockets must be accompanied by a certificate signed by two experts stating that the parcel is in quality equal to either of the above descriptions, or else the difference in value as determined by them; likewise, that it is not in their opinion likely to become rancid or to otherwise deteriorate materially within the course of a year. Such certificate to hold good for a term not exceeding six months. Prices are understood to be net weight less 2 per cent, for discount, draft, &c., ex warehouse of the Freihafen Lagerhaus Gesellschaft here, the seller, however, to have the option of tendering parcels stored in an approved warehouse in London or Liverpool subject to an allowance of 33 Pf. per kilo. Tenders to be for about 1,000 kilos in one lot.

So far, December deliveries have been chiefly dealt in, and to judge from the manner in which the movement has been supported by the firms interested in the article the scheme bids fair to succeed.

## THE STATE OF TRADE.

Business is dull in almost every department, the only exception being sugar, which has experienced a sharp advance owing to the prevailing high temperature and want of moisture, which together with the presence of the green fly in unusual numbers in the beetroot fields, are adversely affecting the growing crop. It appears that the market was heavily overvalued and that bears got scared, whilst refiners thought it advisable under the circumstances to increase their supplies of the raw article.

Cotton has, on the other hand, suffered a serious decline during the past fortnight, the brilliant prospects of the new crop in the United States having brought out eager sellers both of new and old cotton. Prices of the latter have in fact given way most, as holders were anxious to secure the premium that was being paid for it, entirely forgetting the smallness of the stocks everywhere and the probability of great scarcity towards the end of the season. Spinners, alive to the fact, have until within the last few days confined their purchases to the most useful, for fear of forcing up prices, hoping for an early and plentiful supply of new cotton at lower rates. That consumption is going on on an unprecedentedly large scale in Lancashire at least, is proved by the export figures lately published by the British Government and the failure of the plan proposed to shut down all the mills using American cotton on Saturdays for the next three months, the necessary majority of 80 per cent of the spindles not having been obtained. As the trade is thus starving itself, and an extensive short interest is gradually being created, it is quite on the cards that the demand, when the new cotton comes, may be so great as to produce not a decline in prices, as hoped for, but an advance, particularly if in the meantime there should be a change in the weather in the cotton belt and the outlook become less promising than at present. July and August are well known to be the most critical period for the development of the plant.

The woolen industries appear more favorably situated, the supply of the raw material, although not in excess of the requirements, being on the whole better assured. The mills seem well engaged, and prices are steady, they are on a fairly high level, but not subject to the same fluctuations and manipulations by speculators as those of cotton. The present sales in London are well attended by buyers from all parts of Europe: rates show little change from those of the last action.

## THE STRIKES.

That the general and protracted strike of the seamen and dock laborers in Great Britain, France, Belgium and Holland, the trouble with the railway men in France, and the labour disturbances in other industries which are becoming more and more frequent all over Europe are not conducive to the fruitful development of trade must be clear to all, and the question arises whether the social legislation for the benefit of the working classes of the past twenty years and the steady extension of it is not in part to blame for the growing discontent prevailing amongst the workers and their ever increasing demands. At any rate, the burden laid upon employers and capitalists is getting heavier every year and must necessarily in the end check the spirit of enterprise amongst them. It will be generally admitted to be just that the well-to-do should contribute proportionately more to the revenue of the State than their less fortunate fellow citizens, but even this may be carried too far. An instructive instance may be found in the report of a well-known firm in Sydney on the production of wool in those parts. It says that an increase in the clips such as has been witnessed of late years can no longer be expected, and that one of the reasons is the heavy taxation of sheep-owners, the rate of which rises in rapid progression according to their size. Large owners are in consequence beginning to break up their holdings, and in many cases, where the nature of the soil is suitable, are converting part of them into arable land, the rational cultivation of which promises to yield better results than sheep farming under present conditions.

## THE "EMPEROR OF CHINA."

## DETAILS OF THE ACCIDENT.

The Japan papers by yesterday's mail give the following details respecting the accident to the *Empress of China*:  
The spot where the *Empress* ran ashore, says the *Japan Chronicle*, is known as Morasaki, near the Nishima Light, outside Tokyo Bay, and is not far from the spot where the ill-fated *Dakota* met her doom. On news of the stranding being received in Yokohama, the N.Y.K. steamer *Matsuyama-maru*, with Lloyd's surveyor, Captain Tippet, on board, left for Morasaki to take the mails off the *Empress*. Mr. Payne, the Yokohama agent of the C.P.R., who was a passenger on the stranded liner, applied to the Navy Department, through the British Embassy, for a warship to be sent to render assistance, and in response to this request the cruiser *Asa* was sent to the scene of the accident.

The *Mainichi* publishes an account of a visit to the wreck by a representative of the journal, who proceeded to the scene of the accident on board the N.Y.K. *Matsuyama-maru*, which vessel was sent from Yokohama to render assistance. The correspondent thus describes his experience:—

"We arrived off Shirahama at 8 p.m. on the 27th inst. (Thursday), but were unable to approach the wrecked steamer on account of the high seas running. At daylight next morning we could see the *Empress* on the rocks, with a slight list to starboard, and a little smoke was coming from one of her funnels. The steamer was about a mile and a half south-east of the Nishima Light, and about a quarter of a mile off Shirahama. The vessel's head was turned straight in the direction of Shirahama. A boat was lowered and we boarded the steamer, and made a careful inspection of the damage. A large hole had been made in the bottom of the steamer below the engine-room, which is full of water, and there seems to be no hope of refloating the vessel. It is impossible for steamers to get close to the *Empress*, owing to the heavy seas, and in the event of a severe storm coming on, the vessel will become a total wreck. The cargo, raw cotton and general, is to be discharged shortly, and I learn that more than half of it is for Kobe."

## FURTHER DETAILS.

The *Japan Gazette* says that as far as can be gathered from arrivals from the scene of the wreck, the vessel was steaming very slowly at the time of the accident, and the impact was not severely felt by the passengers. The severe gale of Tuesday night and Wednesday morning was felt, the waves being about twenty feet high, but the *Empress* weathered it in a very seaworthy manner, and on Wednesday afternoon, when the weather cleared and the sun shone through, all on board were congratulating the ship's officers on navigating the vessel safely through the storm, and all were looking forward to reaching Yokohama on Thursday morning. At about half-past five the passengers noticed the vessel was steaming "dead slow," and somewhere about six o'clock it ran aground. Among the cabin passengers there was no excitement, but among the steerage passengers there was some alarm for a few minutes. The Captain and officers did their best to allay all fear, and to assure all on board that there was no danger. On arriving on deck the passengers found a dense fog enveloping the neighborhood, but within half-an-hour this suddenly lifted, and then it was seen that the vessel was ashore on a ledge about four hundred yards from the beach, the bow pointing shorewards. As soon as the fog lifted, and the position of the vessel was seen from the shore of Shirahama, the fishermen put off in sampans, and in these boats the passengers were taken ashore. The cabin passengers were conveyed first to a primary school house, and then to Japanese temples in the village, where everything was done by the ship's officers for their comfort, while the steerage passengers were accommodated at various Japanese inns.

The *Empress of China* left Vancouver on the 14th ult., carrying the following cargo:

Nagasaki cargo	none
Yokohama	325 tons.
Kobe	400
Shanghai	125
Hongkong	1,150

Messrs. Holmes, Ringer & Co., the Nagasaki agents for the *Empress* boats, received the following telegram:—  
"Present indications are that the *China* will not sink, although her situation is most precarious."

## POSTAGE STAMPS.

Mr. Fred J. Melville, who contributes a philatelic column every week to the *Daily Telegraph*, writes:—

Last December in these columns I pointed out the likelihood that his Highness the Sultan of Kedah would soon follow the example of his Trengganu neighbour, and issue his own postage stamps. It is now clear that the issue will be made no very distant date, the Secretary of State having approved of the proposal that Kedah should have its own distinctive postage stamps. Thus, the three chief States transferred to the protection of Great Britain under the Treaty of Bangkok, of March 10, 1910, namely, Kedah, Kelantan, and Trengganu, are all to be represented in the philatelist's albums. The stamps of Kelantan and Trengganu are to hand; the designs for the Kedah issue have already received the consideration of the State Council. The stamps of Kedah will, I understand, be also in use in Perak, which State was included in the transfer, as the posts and telegraphs for both States are managed by the Kedah Government. Prior to the transfer, the stamps of Siam were used, and collectors who like to trace the postal history of the country will find no difficulty in distinguishing Siamese stamps postmarked in Kedah, that name figuring on the marked in Kedah, that name figuring on the stamps. The postage notes conform to those of the local postal union of the Straits Settlements, which, instituted in 1907, now comprises the Straits Settlements, the Federated Malay States, Johore, Kedah, Kelantan, Trengganu, Sarawak, Borneo, and British North Borneo. The unit letter rate within the union is 3 cents (fraction under 1d.) and within the Imperial penny postage sphere 4 cents (slightly over 1d.). This represents a reduction from 9 cents, the former rate to the Straits and the Malay States. Under the Siamese, the postage of a letter to any part of Siam was 8 cents.

## THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at 12.30 p.m., on Saturday, the 12th August, 1911.  
To the Shareholders of the Hongkong Hotel Company, Limited.  
Gentlemen.—The Directors beg to submit their Report for the half-year ended 30th June, 1911.

Accounts.—The Profit on Working Account amounted to \$105,068.39, as compared with \$98,069.10 for the corresponding period of 1910, being an increase of \$16,999.29.

The Profit and Loss Account, including the sum of \$129.83 brought forward from last half-year, shows a credit balance of \$91,201.11, which the Directors recommend should be apportioned as follows:—

To pay a dividend of—	
\$3.00 per share on 12,000 Old Shares	\$36,000
\$1.50 per share on 8,000 New Shares	12,000
To transfer to Repairs and Renewals Account	10,000.00
To write off Furniture and Fixtures	11,461.50
To carry forward to New Account	21,740.21
	\$91,201.81

DIRECTORS.—The Hon. Mr. E. Osborn has been granted leave of absence. Dr. J. W. Noble retires by rotation, but offers himself for re-election.  
AUDIT.—In the absence of Mr. H. U. Jeffries the accounts have been audited by Messrs. A. R. Lowe, C.A., and A. O'D. Gourdin. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

J. W. Noble, Chairman.

Hongkong, 31st July, 1911.

PROFIT AND LOSS ACCOUNT.	
For the six months ending 30th June, 1911.	
To balance and doubtful debts	\$ 2,424.61
To Crown rent	507.93
To rates	3,395.50
To fire insurance	3,835.25
To interest	23,967.83
To directors' and auditors' fees	3,203.00
To repairs and renewals	15,016.98
To balance to be apportioned as follows:—	
To pay a dividend of \$3.00 per share on 12,000 old shares	\$36,000.00
To pay a dividend of \$1.50 per share on 8,000 new shares	12,000.00
To transfer to repairs and renewals account	10,000.00
To carry forward to new account	21,740.21
	\$91,201.81
	\$141,537.91

By Balance from 31st Dec. 1910	\$64,129.93
Less dividend \$48,000.00	
Less written off furniture and fixtures account	10,000.00
Less written off installation of electric light account	5,000.00
Less written off steam launch account	1,000.00
	\$4,129.93
By rents of shops and "Hotel Marston"	35,790.00
By dividends on shares in public companies	467.00
By scrip fees	25.00
By bad debts recovered	57.69
By profit on Hotel working account for the six months ending 30th June, 1911	105,068.39
	\$141,537.91

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## THE HONGKONG HOTEL COMPANY, LIMITED.

Hotel Steam Launch, as per last account	4,500.00
Less written off, as per last Report	1,000.00
	3,500.00
Shares in Public Companies, as per last account	4,371.51
Stock of Linen, Crockery, &c., as per inventories	21,787.90
Stock of Wines, Provisions, Household Sundries and Stationeries, as per inventories	19,757.34
Liabilities attaching to 1911 B.	1,765.66
Fire Insurance Account (unexpired months)	3,823.25
Sundry Debtors	34,017.02
Cash in hand	255.01
	\$2,418,714.68

J. W. Noble,  
W. Hutton Forster, Directors.

C. MOONEY,  
Secretary.

We have compared the above Statement with the books, vouchers and securities of the Company, and have found the same to be in accordance therewith.

A. R. LOWE, C.A.,  
A. O'D. GOURDIN, Auditors.

Hongkong, 31st July, 1911.

MR. ASQUITH'S 500.

A correspondent writes to *The Globe* as follows:—

The gentlemen may be recruited, but I think from the following they will never be enrolled on the strength of the House of Lords: In 1718 the Duke of Somerset brought in a Bill to settle the Peerage. The discussion was renewed in 1719, when in the course of debate Lord Harcourt, having represented that the Peerage, being a source of what relates to the Peerage, they could not allow their Rights and Privileges to be questioned, and carried by a majority of 10 to 9, the House of Lords decided, viz., the case of the late Duke of Hamilton, when he claimed a seat in that House as Duke of Brandon, the said Peerage was rejected without dividing.—"House of Lords Debates, anno 5 Geo. II., 1719."

This Peerage Bill—to limit the number of Peers—was passed by the House of Lords on 30th November, 1719, but was rejected later by the House of Commons. Now, if it is constitutional procedure for the House of Commons to vote the number of Peers to be submitted to the House of Commons to vote thereon, it is evident that it is constitutional procedure for the Government to submit their wishes—to so excessively increase the number of Peers—to the judgment of the House of Commons. For, be it noted, these gentlemen are not being submitted to His Majesty for any meritorious service to his country worthy of such promotion (in which case His Majesty's just privileges would not be gained), but are the aggressive tools of a political majority.

## MEXICAN HOME LIFE.

Mexican families are proverbially large, says the *Los Angeles Times*. Almost all of the actual care of children is turned over to servants, who are expected to humour every whim of their charges. The existence of sharp caste distinctions and the preponderance of a slavish element make a great difference between the atmosphere of American and of Mexican homes. In the latter the children are little tyrants over those who serve them. Middle and upper class parents do not educate their children to respect and engage in wholesome labour. There is a notable absence of discipline in the training of children. A Mexican family, besides wife and children, includes more often than not dependent relatives. A man is bound, if called upon, as though under the old Hebrew law to care for his parents, his wife's parents, the maiden sisters on either side, as well as orphan nieces and nephews. But the same custom which provides that a woman's male relatives shall for her also place her under their control. To Americans it seems that the only hope of freedom for our sister of the Southern Republic is to become a widow. As a girl she is under the surveillance of her parents. Till she marries, if she be of the upper, middle or upper class, she does not to this day go upon the street unattended. The extent to which protection of women is carried may be seen from the fact that in the higher castes they never attend balls, the experience being considered too vulgar and humiliating for them. The Mexican girl never sees her sweetheart alone excepting from the balcony. She knows nothing of athletics, of the independent and busy life enjoyed by the English or American girl. As to intellectual culture, some of the wealthiest families are educated in Europe and many at home in music, a smattering of painting, and in the languages, but they do not attempt science, history, or mathematics. The majority of the women of the country know little beyond reading and writing. The Mexican girl, who is more free from household cares than the women of most other countries, would seem to have much more opportunity for social life. But this phase with them is extremely quiet. They drive in their carriages and visit close friends or relatives. They entertain old friends on the occasion of family birthdays and saints' days. But there is lacking the busy system of calls, clubs, receptions, and constant theatre-going which obtain among American women. Till a few years ago even the shopping was done largely at home, the stores obligingly sending quantities of silks, laces, or other goods for the inspection of an intending purchaser on receipt of a message borne by a servant. The custom was modified by the buyers driving to the stores and having goods brought out to their carriages. In the Mexican woman shop as Americans do. In the capital of the nation and in the State capitals there is more or less holding of official gatherings. Young people enter with romantic zest into their occasional calls and into garden parties held in the "alamedas" or parks of suburban towns and smaller cities. There are the popular Christmas festivities, lasting for a fortnight. But on account of the close chaperonage it all seems tame and oppressively formal to foreigners. Mexican homes are pretty well closed to foreigners. But when once a stranger is admitted to the family circle he is accorded not only warm hospitality but, what is more to be appreciated, a tolerant and unmeddlesome respect. Mexicans are thorough Catholics and live under a social regime which belongs to feudal and chivalric times rather than to modern days. Yet they leave a stranger in their midst to worship or fail to worship as he may choose, to come and go and live socially after his own bent.

## NOTES AND NEWS.

**LATEST CURN FOR GOVT.**  
Radium-baden processes are the very latest thing in the treatment of gonit. One of the papers read at the German Medical Congress at Wiesbaden was on the application of radium in the treatment of gonit. Radium "emanatoria" have been established in Berlin and at Bad Homburg, and now Bonn is to have one. A special apparatus in which radium is placed in a current of air is fixed in a room, and all the patients have to do is to sit in the room and talk or read newspapers or play draughts; the radium in the air does the rest and affects the blood through the lungs. This treatment is especially recommended for all gony ailments.

## DWARF DIES AT THE AGE OF 103.

A little old woman last month died in a caravan at Clifby. Her name was Maria Laurent. She was 103 years old, and exactly three feet in height. This extraordinary little dwarf was born at Corri, in Spain. She had a huge head above her tiny little body, and she was hideously ugly, but she was sweet-tempered, and a decided sense of humour, and a great gift for anecdote. Although she had been in a show all her life, Maria Laurent had a great objection to appearing in any sort of theatre. She had received offers of all kinds from all parts of the world, but would never accept them, preferring to remain with the caravan, in which she died. The first time she crossed the Pyrenees was fifteen years ago. On that occasion she went to the Spanish Consulate, under the name of Corripina, wrapped in her headscarf, and which covered her from her shoulders to her feet. She left a comfortable little fortune to a great-nephew and his wife, M. and Mrs. Aubert, with whom she travelled in the caravan. M. Aubert is six feet three inches in height, broad in proportion, and earns his living as a lifter of heavy weights.

## ANGLO-GERMAN INSTITUTE.

The managing committee of the German section of the Sir Ernest Cassel endowment was formed, according to the Emperor's wishes, in the Upper House at Berlin last month. The Minister of State, Dr. Count Pourtales, was elected chairman, and Dr. Ballin, director of the Hamburg-Amerikanische Linie, vice-chairman. The chairman of the Executive Committee is Dr. Councillor von Loebell, Government Secretary. Dr. Loebell is vice-chairman, and the Hamburg Bank director, Herr Warburg, is treasurer. Minister of State Doctor Baron von Thieleman, Geheimrat Arnhold, and Count Chamberlain von Kuesbeck were present at the meeting. The principal rules for the application of the endowment fund were discussed. The primary object is the advancement of German students to Germany, but scholarships for poor students will also be obtainable. The committee formed the Emperor by telegram of the proceedings, and sent a telegram of greeting and thanks to Sir Ernest Cassel. The Emperor replied expressing great pleasure that the committee of the King Edward Anglo-German endowment had been constituted, and confidently trusted the results would be in accordance with the generous donor's sentiments. The management will begin active work on August 1st at the British Consulate. The secretary is Mr. Steffen. "MAN IS NOSS."

Married couples everywhere should be interested, says a Boston correspondent, in the rules laid down by Judge Long at Springfield, Massachusetts, for the guidance of wives in a separation case brought by Mrs. Edith Marsh against Mr. Henry D. Marsh, assistant treasurer of the Five Cents Saving Bank, the judge laid down the following precepts in a most decided manner:—

The husband must be absolute lord and master of the wife.  
He is entitled to his meals at any hour he chooses, and if he wants to eat food and the wife another, the husband's desires must be obeyed.  
A servant to whom the husband's objects must be discharged, and finally, man, who pays the bills, and not woman, is boss.  
Judge Long, after giving this valuable advice, dismissed the case and suggested that the couple should settle their differences out of court. Boston suffragettes are highly incensed over the judge's precepts, and are trying to get them officially condemned.

## WIRELESS MESSAGES TO SHIPS.

The British Postmaster-General has notified that radio-telegrams can be handed in at any telegraph office in the United Kingdom for transmission to ships equipped with wireless telegraph apparatus. Installations have been established on nearly all large passenger steamships, as well as on many engaged on the Continental, and Irish, and Lido of Man services. The charge for radio-telegrams to ships making long voyages is generally 10d. a word, without a minimum. Lower rates varying from 2d., with a minimum of 2s. 6d., and 5d., with a minimum of 2s. 6d., are charged for radio-telegrams sent to ships making short voyages. Radio-telegrams are accepted at post offices for transmission to stations in the British Isles, and to stations in the Post Office Guide) where on voyages on the Atlantic, they have passed out of range of the post office stations. The charge is 3s. a word, without a minimum. Radio-telegrams are also accepted for transmission to ships through wireless telegraph stations abroad. Information about charges and regulations can be obtained at the counter of post offices. Full particulars appear in the Post Office Guide under the heading of "Radio-telegrams."

## INSURING AGAINST DIVORCE.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 6th Ed. L. 11th.

## NEW ADVERTISEMENTS

## ORIENTAL BREWERY, LTD.

## NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED TO ONE CENT per lb. from this date. ORIENTAL BREWERY, LTD. Hongkong, 7th August, 1911. [1010]

## HONGKONG ICE COMPANY, LTD.

## NOTICE.

IT IS HEREBY NOTIFIED that the Price of ICE is REDUCED TO ONE CENT per lb. from this date. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 7th August, 1911. [1005]

## HONGKONG ICE COMPANY, LTD.

## NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1911, of TWO DOLLARS Per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 16th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 14th August, 1911, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 7th August, 1911. [1006]

## FROM EUROPE.

## THE H.A.L. Steamship

"ALEXIA," Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 12th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 7th August, 1911. [1007]

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO, HULL, LONDON AND STRAITS.

## THE Steamship

"GLEN" Captain B. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 7th August, 1911. [1008]

## SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## NOTICE TO CONSIGNEES.

## THE Steamship

"YEDDO," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized. (No Fire Insurance will be effected.) Bills of Lading will be countersigned by the Underwriter.

OLOF WIJK & CO., CHINA AGENCIES AKTEBOLAG, Agents. Hongkong, 7th August, 1911. [1009]

## ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES AND CROSSES in Stock at—BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

## PUBLIC COMPANIES

## HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, THIS DAY (TUESDAY), the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 8th August, 1911. [928]

## HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers TO-MORROW (WEDNESDAY), the 9th day of August, 1911, at 12 o'clock Noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive. BRADLEY & Co., General Managers. Hongkong, 29th July, 1911. [980]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors, N. J. STABB, Chief Manager. Hongkong, 2nd August, 1911. [994]

By Order of the Court of Directors, N. J. STABB, Chief Manager. Hongkong, 2nd August, 1911. [994]

## NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/- Write to-day.

B. WEINGOTT, Depts. J. Wangmazi, New Zealand. 984]

## FOR SALE.

DERRINGTON, 7-roomed House, Peak Road, beautiful situation. For Terms, apply to—C. SCHROTER, Care of Messrs. GARRICK, BORNES & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [923]

## A LING &amp; CO.

## 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907 [509]

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PUBLISHED DAILY.

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Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Vaux Road Central, Hongkong 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS, with which is incorporated THE CHINA OVERLAND TRADE REPORT.

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with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

## INTIMATIONS

## HIPPODROME CIRCUS &amp; MENAGERIE.

## WATCH FOR THE BIG SHOW

## OPENING AT CAUSEWAY BAY

## ON OR ABOUT AUGUST 15TH, 1911.

Hongkong, 8th August, 1911. [582]

## INTIMATIONS

## NOTICE.

## VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Gymnasium TO-MORROW (WEDNESDAY), the 9th August, at 5.30 P.M., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1910. FRANK LAMBERT, Hon. Secretary. Hongkong, 4th August, 1911. [997]

## STAMPS BOUGHT.

HIGHEST PRICES paid for all sorts of Postage, Revenue or Telegraph Stamps. CASH PER RETURN MAIL. Stamps of high denomination Specially Wanted. H. ROSS SHIELDS & Co., 4, Eldon Street, London, E.C. Bankers—UNION OF LONDON & SMITH'S BANK, LTD. 905]

## RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS.

EVERY Man and Woman in Hongkong should read the series of Articles appearing in the

"HONGKONG TELEGRAPH" on

"THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS."

The Law is clearly stated. The Faults of the Hongkong system criticised.

Two Articles have already appeared, but back numbers can be obtained on application.

Further instalments will appear on Saturdays until completion of the series.

Don't Miss Them. They will interest you deeply, and are worth preserving.

"HONGKONG TELEGRAPH," 47, Des Vaux Road Central. Hongkong, 7th August, 1911. [1004]

## MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMITAMADA, Collieries.

SOLE AGENTS FOR KINSHIDAKE Oils.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

For Particulars, apply to Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong Hongkong, 12th May, 1911. [636]

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash. On Sale at the "DAILY PRESS" Office, or local Booksellers.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG FOR DEMAND DRAFTS ON BOMBAY

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PRICE: \$1 Cash. On Sale at the "DAILY PRESS" Office, or local Booksellers.

## TO LET.

## TO LET.

OFFICES on Ground and First Floor in Chater Road, Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLET CREST," No. 66, PEAK, from 1st August, 1911.

No. 9, BEACONSFIELD ARCADE (Shop). The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE—Tom Carter, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSTED & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 2nd August, 1911. [118]

## TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [114]

## TO LET.

10, MOUNTAIN VIEW. Immediate possession. "Y. Z." Care of "Daily Press" Office. Hongkong, 6th July, 1911. [491]

## TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be let from 1st January, 1912.

GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 13th July, 1911. [627]

## TO LET.

NO. 3, ROSE TERRACE, Nathan Road, Kowloon. Possession from 1st September, 1911. Apply to—BARRETTO & Co. Hongkong, 3rd August, 1911. [996]

## TO LET.

NO. 9 and 10, MACDONNELL ROAD. GODOWNS, To Let, at Blue Buildings, 4A, Praya East.

"CREGGAN," 39, THE PEAK. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 5th August, 1911. [113]

## TO LET.

A N OFFICE in Alexandra Buildings. Apply—A. S. WATSON & Co., Ltd. Hongkong, 8th June, 1911. [799]

## TO LET.

FURNISHED HOUSE, with Tennis Court, on higher level. Apply to—Y. Z., Care of "Daily Press" Office. Hongkong, 1st August, 1911. [990]

## TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [892]

## TO LET.

GODOWNS, 95 and 96, Praya East. Apply—CHATER & MODY. Hongkong, 31st March, 1911. [121]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1911. [116]

## TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th April, 1911. [575]

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000. RESERVE FUND £1,825,000. RESERVE LIABILITIES OF PROPRITORS £1,200,000.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent. " " for 5 " " 3 " " " " for 3 " " 2 " " W. M. DICKSON, Manager. Hongkong, 2nd May, 1911. [143]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under—

For 3 months 2 1/2 per cent. per annum. " 6 " 3 " " " " 12 " 4 " " " " F. C. MACDONALD, Acting Manager. Hongkong, 14th July, 1911. [938]

## NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK).

## ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,378,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4 1/2 per cent. per annum. " 6 " 3 1/2 " " " " 3 " 3 " " " C. WOLDBRINGH, Manager, No. 16, Des Vaux Road Central. Hongkong, 4th August, 1909. [24]

## THE BANK OF TAIWAN, LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) Yen 10,000,000. Capital Subscribed (paid up) Yen 6,250,000. Reserve Fund Yen 2,620,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Swatow, Tientsin, Canton, Kobe, Fuzhou, Shanghai, Yokohama, Keelung, Hankow, etc.

HONGKONG OFFICE: 3, DES VAUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [659]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000. RESERVE FUND ... Gold \$3,250,000. Gold \$6,500,000.

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LTD. THE CAPITAL & COUNTRIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per cent. per annum. For 6 " 3 1/2 " " " " For 3 " 3 " " " " GEORGE HOGG, Manager, No. 9, Queen's Road, Central. Hongkong, 21st February, 1911. [966]

## THE SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000. RESERVE FUND Yen 15,850,000. Date ... 15th March, 1911.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: London, Osaka, San Francisco, Lyons, Hongkong, Shanghai, Hankow, Tientsin, Peking, New York, Yokohama, Kobe, etc.

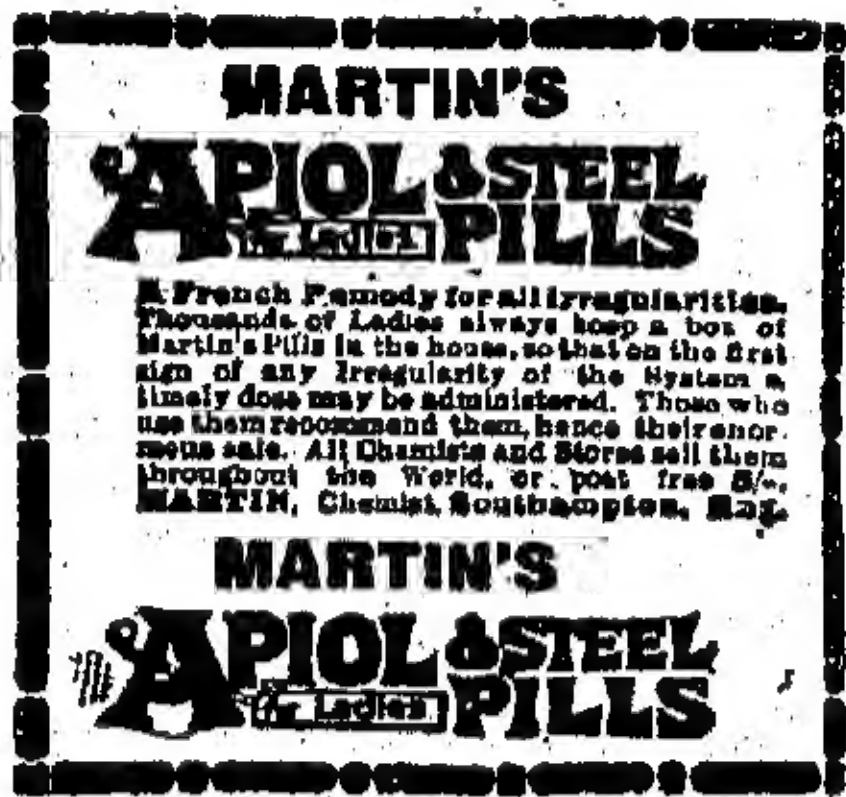
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## NEW CURE FOR INDIGESTION.

Of all the disorders to which humanity is heir, indigestion is undoubtedly the most frequent. Its symptoms are endless in their variety and its causes are scarcely less numerous. Whatever the cause, the greatest care is undoubtedly to be exercised in the question of food, so as to give the digestive organs the opportunity to rest and regain their strength and tone. Such a food must put the minimum tax on the stomach, it must be digested with the minimum expenditure of the energy by the nervous system, and must be readily assimilated to make actual flesh and blood. Of all the preparations known to medical science, not one possesses these qualities in as great a degree as Sanatogen, which consists of the albumin of milk chemically combined with glycerophosphate of sodium. The value of Sanatogen in cases of Dyspepsia is abundantly proved by many articles in the leading medical journals, from one of which *The General Practitioner*, May 20th, 1905, the following case is quoted:—"H.C., aged 35 years. I saw him on March 10th; he was suffering from marked dyspepsia, loss of appetite and had lost 104 lbs. in weight during his two months' absence. No physical signs could be found in his lungs. He was ordered two teaspoonfuls of Sanatogen thrice daily, and ordinary diet. At the end of a week his indigestion had entirely gone, his appetite was normal, and he had already increased 24 lbs. in weight." Sanatogen may be obtained of all Chemists.

[105-342]



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This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

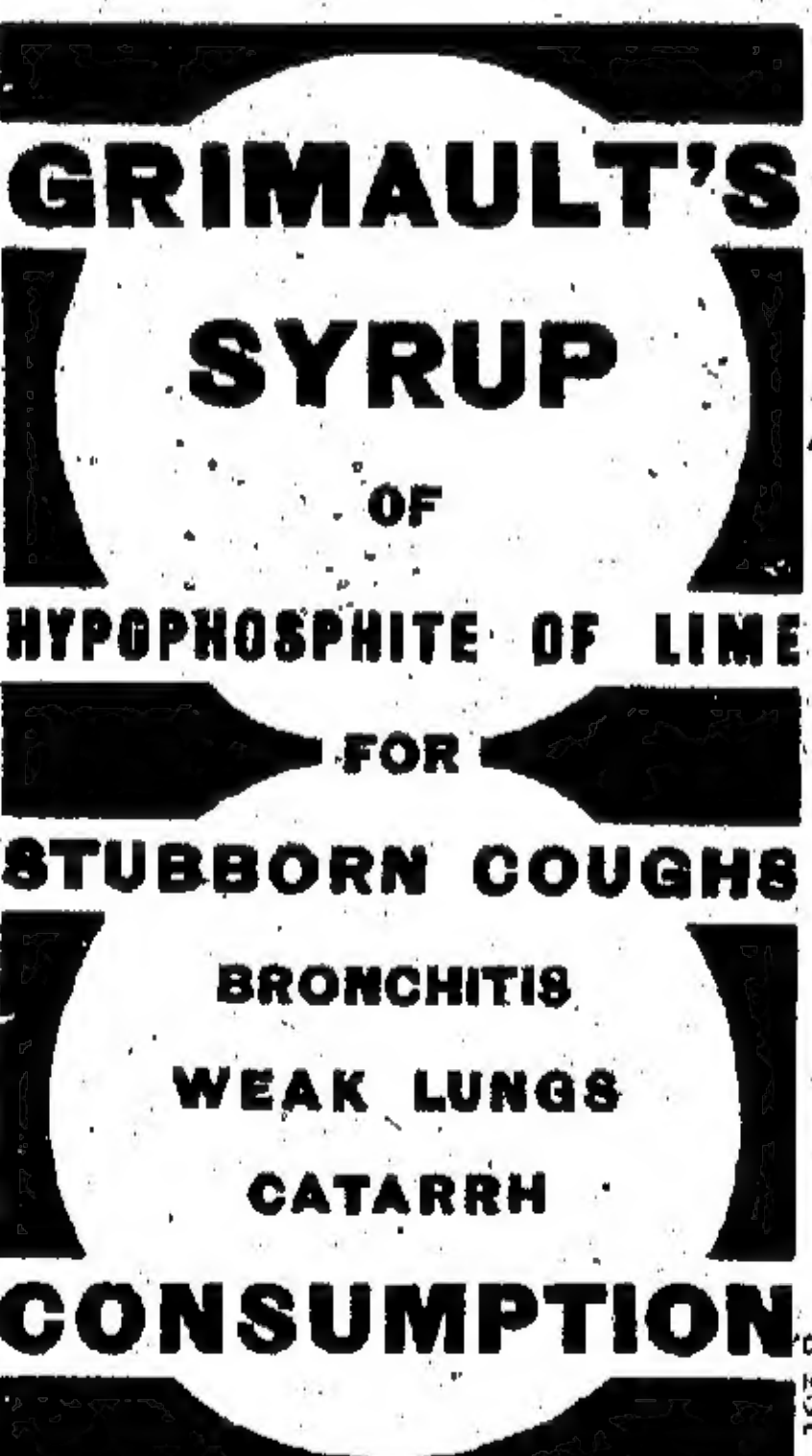
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[902]



ON SALE.

HONGKONG HANSARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1910.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1911.

## NOTICE TO KOWLOON RESIDENTS

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Sale daily at the following Stores:—

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## RUBBER COMPANIES.

## SUMATRA RUBBER ESTATES, LTD.

## DIRECTORS RESIGN.

Mr. T. C. Owen presided on the 14th ult. at the Canton-street Hotel over the general meeting of the Central Sumatra Rubber Estates (Limited). The meeting was an adjournment of the previous general meeting, held on the 30th ult., and a circular sent to the shareholders stated that at the meeting held on 30th June a shareholder raised an objection to the auditors' report, on the ground that it did not state whether or not they had obtained all the information and explanations they had required. A representative of the auditors was present at the meeting, and informed the meeting that the company's auditors had obtained all such information and explanations, and that it was owing to an accidental omission that this statement did not appear in their report.

The Chairman pointed out that counsel's opinion had stated that the technical omission of these words required the re-issue of the report and accounts, and the holding of the present meeting. The gentlemen who pointed out the oversight stated in doing so that their object was to have an investigating committee appointed, but the directors would consider such a step as a vote of want of confidence, and would not accede accordingly. The business was now of a somewhat emoting nature and they could not have a committee at their elbow to hamper them. Funds would absolutely have to be raised to carry on the cultivation of the estate. Unless that money was found they would have the Government step in, the labour force would be disbanded, and disaster would ensue. The view of the directors was to make a 2s. 6d. call and another call at a later date. He told them frankly that the proxies received were against the board, and the course the directors proposed to take was entirely in accordance with that fact. The board would accept the ultimatum of the shareholders and allow them to elect new directors who had their confidence, which it seemed the present board did not possess. The one desire of himself and colleagues was to see the company carried to a successful conclusion. He moved the adoption of the report and accounts.

Mr. M. Lowden seconded the motion. Mr. Powell suggested that a friendly compromise might be arrived at as between the old board and the suggested new directors, and this view was received with applause.

Mr. Merton proposed an amendment to adjourn the consideration of the report and accounts and to appoint a committee of four members, with power to add to their number, to investigate the affairs of the company and report to the shareholders. (Hear, hear.)

Eventually the amendment was put to the meeting and lost on a show of hands by 34 votes to 46.

A poll was demanded and at once taken, with the result that 40,856 votes were recorded for the amendment and 29,456 against it. It was therefore declared carried.

The Chairman then said that immediate steps would be taken by the board to hand in their resignations, and a meeting would be called for the 1st prox. to afford the shareholders an opportunity of nominating new directors, as under the company's articles of association 14 days' notice was required. The directors would then terminate.

## DIAPOONG (JAYA) RUBBER ESTATES (LIMITED).

The annual general meeting was held on the 14th ult. at the London Chamber of Commerce, Mr. John C. Sanderson presiding.

The Chairman dealt with the principal items in the balance sheet and stated that the estate produced on land amounted together to the large sum of over £13,000. This, with the £1,762 representing book debts and payments in advance, brought the available resources of the company up to nearly £15,000. The profit on crops accounted showed £7,320, from which fell to be deducted the travelling expenses, rent, sundries, and directors' fees, leaving £5,153 as the net profit of the year. This amount the directors proposed to utilize by paying a dividend of 7½ per cent. by writing £1,500 off the preliminary expenses, and by carrying forward £756.

With regard to the various products upon the estate and the future outlook, by two circulars dated November 11 and December 2, 1910, the directors had kept the shareholders pretty well advised of the position of affairs. A very serious loss had had to be faced in the result of their cocoa, amounting to a total loss of estimated profits of over £4,000. Not only, however, had this been made up from the other products, but they had also realized fully £2,000 more than was estimated in the prospectus. As to the future, the reports which the directors had received from the estate were excellent, and the yield of some of the products was likely far to exceed the estimate. After the rubber got into full bearing there would naturally be a diminution in some of the other cultivation. They had quite an ample supply of labour for all their present requirements, and they had no hesitation in saying that they would have no difficulty in getting further labour when they required it.

As to the management, on taking over the estate they found Mr. D. J. MacGillivray in charge and continued his services. They had every reason to be satisfied with that gentleman's work. They also felt that they must congratulate the shareholders on their agents in Sumatra and Amsterdam. The Kolonial Bank (through whose medium the company purchased the estate) agreed to act as their agents, and the result had been in every way satisfactory to the company and the directors trusted, to the Kolonial Bank also, although the latter had rather intimated that they had known the results would have been anything like what had been attained. They would not have sold the property at anything like the price at which the company obtained it. The directors were endeavouring to get further land which could be planted up, and thus increase the area and, they also hoped, ultimate profits of the company. It concluded by moving the adoption of the report and accounts.

Mr. John Hay seconded the motion, which was carried unanimously, and resolutions were afterwards passed approving the dividend recommended, and re-electing the auditors, Messrs. G. A. Touche & Co.

A vote of thanks to the chairman and directors terminated the proceedings.

## UNITED MALAYSIAN RUBBER.

The following letter recently appeared in the *Pail Mail Gazette*—

Sir,—You are probably aware that the board of the United Malaysian Rubber Company, in a circular dated July 10, announces their intention of asking shareholders' sanction, at the general meeting called for Wednesday, the 19th inst., to an increase of the capital by £200,000 in preference shares. May I ask you to express your opinion, in the columns of the *Pail Mail Gazette*, as to whether you consider the proposition is justified by the prospects of the company?

The United Malaysian Rubber Company started out, some year or eighteen months ago, with a capital, authorised and issued, of

£200,000 sterling. The directors included nominees of two great American capitalists, two barons (one of whom is a member of Parliament and a solicitor), one foreign nobleman, and two other gentlemen. Taken together, as well as with the estimates of output and profits forecasted in the prospectus, the prospects for a slightly speculative investment seemed good.

The property of the company in the East was visited and "prospects of the whole undertaking" were pointed out by a well-known rubber expert before the formation of the company. Later on, shareholders received an illustrated and very interesting brochure dealing with the estate and the expert's conclusions as to their worth. From these last I may quote a few lines: "I hold that the company should at the end of the year 1911 have made a net profit equal at least to a 30 per cent. dividend, and in the event of the crude rubber market remaining high a much greater sum."

My disappointment, therefore, of the proposed resolution is, no doubt, nothing like that felt by large shareholders, but it is remarkably keen. It seems, to put the thing baldly, most necessary to find out how the working capital has shrunk to such an extent that more is wanted, and why the hoped-for 30 per cent. dividend (even 7½ would be acceptable) shows such ominous signs of "petering out." Two millions of money should take quite a considerable time to spend, and I hope, Sir, that you, in the *Pail Mail Gazette*, and the larger shareholders, at the general meeting next Wednesday, will particularly press the directors for an explanation of why more money is wanted.—I am, Sir, yours faithfully, July 12.

## PANAMA CANAL.

## MARKING COMPLETION.

New York, July 14th. According to reports from Panama sent to Washington, the Panama Canal, which is spending \$75,000,000 will be ready for the transport of ships from ocean to ocean within two years. But three and a half years must elapse before the waterway is complete in all its details. This statement, which is endorsed by Colonel Goethals, the engineer-instructor, gives point to the demand now being made by American shipping men that Congress shall announce a definite policy—first, as regards the canal, and secondly, the question of permanent organization on the canal, and thirdly, whether the Panama Railroad across the isthmus shall be allowed to compete with the waterway, or whether it shall be acquired by the Government and rates fixed giving preference to the canal.

It is believed by the business commission which lately visited the isthmus that Americans, by adopting a keen trade policy, involving the control of the sale of goods to ships, and also sale of stores and the establishment of big laundries for the convenience of ships' passengers and crews, and also by levying what is called here full rates for ships using the canal, can recoup themselves for the enormous outlay of \$75,000,000, and fears are expressed that if Congress delays in organising a staff thus early for working the canal, there may be big waterway entirely destitute of shipping.

Colonel Goethals, who, more than anybody else, has made the canal at Panama, does not favour the administration of the canal by a commission, but a one-man control, and he declares also that if Congress does not run the business end of the canal it will be administered by Trust magnates for the benefit of private interests. Colonel Goethals himself believes that the work of administering the canal may prove a bigger job than the construction, and for a later purpose he favours the retention of 6,000 of the 15,000 Americans now employed in the construction for working the canal, and attending to the various mechanical details. He wants to extinguish the separate corporation which owns and operates the Panama Railroad. He wishes everybody, and more particularly American shippers, to use the canal.

Public opinion so far has not been greatly aroused by the possible commercial advantages of the new waterway, but Panama has been so revolutionised physically by the engineers that disease, which once prevalent, has disappeared, and one day it may take a place as a health resort.

Mr. Roosevelt, who appointed Colonel Goethals, apparently favours the idea of one-man administration, instead of a commission, and has also declared that the policy of the Government in administering the canal should be announced forthwith, so that other great commercial nations may know what to expect and shape their policy accordingly. He also believes that the American Government should equip and run establishments for the sale of fuel, food, and ships' washing. He does not say that the Panama Railroad should be wiped out, but he declares that it should be run by the same man who runs the canal, and who should also dominate every other form of activity within the limits of the canal zone. Other persons suspend judgment as regards Panama until a committee of experts, probably half British, has studied the development and administration of the Suez Canal under the English—*Daily Telegraph*.

## PAWNBROKING IN FOREIGN COUNTRIES.

Some interesting particulars in regard to pawning in various parts of the world are to be found in some recent American Consular reports. In Shanghai, for instance, a great number of pawnshops are to be seen, and are sold to brokers who dispose of them by auction. The lower class shops are required to return stolen goods without any compensation, but in the higher class shops the owner may be required to compensate the pawnbroker. According to the Consul at Hongkong the business of pawning was one of the characteristic features of Chinese life centuries ago. In Calcutta about 5,000 persons are engaged in pawning, probably half of whom are women. Only twelve persons are engaged in pawning in Calcutta. In Bombay there are both private pawnbrokers and a semi Governmental institution known as the Monte de Piedad. While the Government is not directly interested in the pawning business, it receives one-half of the profits realised by the Monte de Piedad, which is a stock company, especially incorporated under Roman law, and under the direct control of the Ministry of Finance. There are neither Government nor municipal pawnbroking establishments in Serbia, and the Serbian laws do not contain any provisions for, or references to, the business. There is not a single pawnbroker in Quebec, the last person in that business having died about thirty years ago. Since that time no one has applied for a pawnbroker's licence. It also appears that no business of that kind is carried on there in a surreptitious manner according to the police department and the licence inspector's office. One reason to account for this condition is probably the high licence fee required to be paid by persons wishing to engage in pawning. Again, it may be due to the absence of extreme poverty among the native population and the ready assistance extended to deserving poor by a number of charitable organisations.

## ARMED LINERS.

Several questions asked in the House of Commons lately suggested that there are Powers which attach more importance than ourselves to the use of fast merchant cruisers in war time. A few years back there was a considerable list of liners which in this connection received a subvention from the Admiralty. But the policy which dictated that arrangement was brought under review and to-day the only fast merchant steamers in respect of which an annual subsidy is paid are the *Luandula* and the *Mauretania*. The justification put forward for the change is that the scheme was all very well when the speed of Atlantic liners was superior to that of regular cruisers, but that now that these latter vessels can approximate to the *Luandula* and *Mauretania*. That, at all events, was the effect of the statement made by Lord Granard on behalf of the Admiralty.

It is interesting in these circumstances to find no less qualified an expert than Sir William White coming forward to express a doubt whether we are acting prudently in abandoning a policy which other Powers have limited—to the extent in some cases, it is alleged, of actually putting the armament on board. Sir William White questions the wisdom of declining to consider a subsidy for any vessel with a speed of less than 22 knots. The point he makes is that regular cruisers, except a very few of the great cruiser-battleships recently built, can maintain a sea speed approaching 25 knots, even in moderate weather, for any length of time. On the other hand, in weather which would prevent the cruisers from being driven hard, the merchant steamer with her greater size and fuel supply, would experience no sensible check. By their decision the Admiralty would certainly appear to have definitely ruled out the huge 21 or 22 knot liner of the class which, to all appearances, is in future to dominate the North Atlantic trade. Sir William White pleads for a reconsideration of the subject for one reason, because British auxiliaries would be at least a protection against the raids of foreign mercantile auxiliaries.

## AUSTRALIAN GEMS.

Most of us have heard of the gems of India and of the diamonds of South Africa, says the *Daily Colonist* of Victoria, British Columbia. It is not so generally known that Australia produces a great number and variety of precious stones. A Consular report says: "One important advantage favouring Australia's own jewellery trade is that the country is a prolific producer of gems. Most precious stones, except diamonds, are found in Australia, and it is therefore useless to export to Australia jewellery containing such gems. Mining for gems is not carried out systematically, nor does any large amount of capital appear to be invested therein; nevertheless, a great number of valuable gems are constantly being brought by individual prospectors to Melbourne and Sydney and sold to jewellery establishments, at prices which, to those engaged in the jewellery trade in America, would seem astonishingly low. In fact, the favourable prices at which high-class gems may be secured have attracted attention in the United States, and several leading American jewellery houses are now represented by their own buyers in Australia. The gem most sought after is the Australian black opal, which is found nowhere else in the world. It is estimated that since 1890 opals valued at over \$5,500,000 have been found in the State of New South Wales. The State of Queensland also produces many opals, the production up to the present time amounting to nearly \$1,000,000. Sapphire is next among Australian gems in value of production. They are found in New South Wales and in Queensland, chiefly in the latter State, in the gravel or creek beds. The gems show excellent fire and lustre, but the colour is darker blue than the Oriental sapphire. In Queensland the present production amounts to about \$75,000 per year, the total output to date being about \$700,000. Other precious gems found in different parts of Australia include emeralds, tourmalines, garnets, rubies, cat's paws, tourmalines, and beryls. Diamonds are found to a limited extent in New South Wales and in South Australia. In the latter State the total production up to date has been somewhat over \$500,000. The diamonds found locally are used mostly for glass cutting, while South African diamonds are mostly used in the jewellery trade. Pearls found in pearl-shell fishing along the northern coast of Australia are usually small, but their aggregate value is probably considerable. The quest for pearl shells is perhaps the most important industry of the northern part of Australia."

## HEAT WAVE VICTIMS IN AMERICA.

## ALL RECORDS BROKEN IN THE EASTERN STATES.

The following New York telegram appears in the London papers of the 11th inst. It says that all records for the past week have been broken by the great heat wave in which New York and the Eastern States generally are now sweltering.

Yesterday the temperature in the New York streets rose to 106, with disastrous results, nine more deaths being reported during the day. Some 300,000 people, in a vain attempt to get some relief from the terrific heat, slept in the open air. On Long Island last night, when a crowd of over 100,000 thronged the city piers along the river sides throughout the night in order that they might have the benefit of what little air there was.

A temperature of 104 is reported from Chicago, accompanied by twenty-nine deaths during yesterday, while 117 degrees were registered at Pittsburgh with thirty deaths.

The authorities in many of the big towns frankly declare that it is impossible to keep account of the cases of prostration, except when they prove fatal, but we are told that worms is to come, for the meteorological experts are prophesying further breaking of heat records within the next few hours.

President Taft is making his speaking tour through Indiana and Ohio under peculiarly trying circumstances. Despatches from Marion, Indiana, state that Mr. Taft has made nine platform speeches in a comparatively recent period, and at about 100 degrees, the President dealing chiefly with the arbitration and currency reform questions, and, of course, Canadian reciprocity.

## HUNDREDS OF PEOPLE PERISH.

Router's New York correspondent telegraphed: "The country is now in a state of commotion. Hundreds of persons perished by heat or by being drowned while bathing yesterday, and thousands were prostrated. No abatement of the high temperature is to be expected yet."

Fourteen deaths occurred in New York City and the vicinity, twenty-seven at Chicago, four at Baltimore, nine at Philadelphia, and three at Boston.

From 98 degrees in New York the temperature is high everywhere to the west and south-westward, rising in some places to a maximum of 110.

## SPECIAL BARGAINS

TO CLEAR FOR

## NEW STOCK

	SELLING PRICE.	FORMER PRICE.
AUTO-RACHALS	\$1,100	\$1,500
AUTO-MANUAL	\$ 800	\$1,000
RACHALS	\$ 550	\$ 800
BRINSMEAD	\$ 500	\$ 775
WERNER	\$ 495	\$ 700
KRAUSS	\$ 400	\$ 625
WERNER	\$ 395	\$ 575
CHALLENGER	\$ 385	\$ 525
SCHIEDMAYER	\$ 350	\$ 500

## ROBINSONS.

1734

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S  
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

## "As Sound as a Bell"

is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk.

Thanks To

the strengthening and invigorating qualities of the World's famous medicine—BEECHAM'S PILLS. For three generations this remedy has been to ailing men and women a reliable means of re-establishing the health and maintaining it to a superlative degree. There are thousands, to-day, who keep themselves "as sound as a bell" by taking

## Beecham's Pills.

Sold everywhere in boxes, price 9d. (36 pills), 1/6 (56 pills) and 2/9 (106 pills).

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.
LONDON and ANTWERP	SYRIA Capt. R. A. Peters	About 10th Aug.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOBB Capt. G. Phillips	About 23rd Aug.	Freight and Passage.
SHANGHAI	ARCADIA Capt. Barclay	About 17th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. H. G. Evans, R.N.R.	About 24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th August, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 8th Aug. 10 A.M.
SHANGHAI	"CHENAN"	On 8th Aug. 4 P.M.
MANILA, CEBU and LOLO	"TAMING"	On 9th Aug. 2 P.M.
SHANGHAI	"LINAN"	On 10th Aug. 4 P.M.
WINGAI and TIENTSIN	"KUEICHOW"	On 11th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 12th Aug. 4 P.M.
MANILA, ZAMBOANGA, THURS. DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS. BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 17th Aug. 4 P.M.

### DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.  
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.  
FARE, \$45 SINGLE and \$90 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 8th August, 1911.

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

### SWATOW, AMOY AND FOOCOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 8th Aug., at 1 P.M.
"HAINUN"	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPEIRA & Co.,  
GENERAL MANAGERS.

Hongkong, 7th August, 1911.

## INDO-CHINA S. NAV CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW AND NINGPO	"CHOYSANG"	Tuesday, 8th Aug., Noon.
TIENTSIN VIA SWATOW, WEI, CHIPSING	"HAIWEI & CHEFOO"	Tuesday, 8th Aug., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Wednesday, 9th Aug., Noon.
SINGAPORE, PENANG & CALUTTA	"KUPSANG"	Wednesday, 9th Aug., Noon.
MANILA	"LOONGSANG"	Saturday, 12th Aug., 2 P.M.
SANDAKAN	"MAUSANG"	Saturday, 19th Aug., Noon.
MANILA	"YUENSANG"	Saturday, 19th Aug., 2 P.M.

### RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUPSANG", "NAMSANG" and "FOOKSANG" leave about every 5 weeks for Shanghai and return via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

1. Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin & Newchwang.  
2. Taking Cargo on Through Bills of Lading to Kaitai, Fahad, Dava, Simporia, Twa, Usman, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—  
HONGKONG, 8th August, 1911.JARDINE, MATTHESON & Co., LTD.,  
GENERAL MANAGERS.

## HAMBURG-AMERIKA LINIE

### IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANS.A."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. ALESIA	9th Aug.
S.S. RHEINFELS	25th Aug.
S.S. SUBVIA	6th Sept.
S.S. SACHSEN	20th Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

Hongkong, 8th August, 1911.

#### HOMEWARD.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. SEGOWIA	12th Aug.
For HAYRE, HAMBURG & ANTWERP:	S.S. SAXONIA	15th Aug.
For HAYRE & HAMBURG:	S.S. SILESIA	20th Aug.
For ROTTERDAM & HAMBURG:	S.S. BRISGAVIA	24th Aug.
For HAYRE, BREMEN & HAMBURG:	S.S. AMBRIA	1st Sept.
For MARSEILLES, HAYRE & HAMBURG:	S.S. ALESIA	15th Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

### THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER).

Will be despatched from Hongkong on the 18th AUGUST NEXT, at NOON, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer.

"SHINYO MARU" (CAPT. H. S. SMITH).

The latest addition to the Trans-Pacific Service, and sister ship of the

S.S. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside rooms.

#### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 15th August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 15th AUGUST, at NOON.

#### FARES FROM HONGKONG:

To LONDON	£71.10.0.
and Return 6 Months	£120.0.0.
To VALPARAISO	Yen 570.00.

Through Tickets to all Principal Ports in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

## EST ASIATIQUE FRANCAIS

### MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug., at 11 A.M.
VIA KEELUNG, SHANGHAI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 9th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
VICTORIA, B.C. & TACOMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE:

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW and AMOY	"DALJIN MARU"	TUESDAY, 8th Aug., at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	THURSDAY, 10th Aug., at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

772-773

## NIPPON YUSEN KAISHA

### (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 16th Aug., at Daylight.
	DEN OF CROMBIE Capt. —	7,000	THURSDAY, 17th Aug.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
VICTORIA B.C. & SEATTLE	AWA MARU Capt. Irizawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SINABA MARU Capt. S. Tomianga	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toranaka	5,000	WEDNESDAY, 16th Aug.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	TUESDAY, 8th Aug.

† Colling at Djibouti.  
‡ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

### SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS	\$120	\$110	\$100	\$90
2ND	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information, apply to—

14-40

T. KUSUMOTO, MANAGER.

## U.S. MAIL LINE.

### PACIFIC MAIL S.S. CO.

#### SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M.S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON \$71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: —Missionaries and their families.

### INTERMEDIATE SERVICE.

CHINA.....10,200 Tons..... FRIDAY, 1st Sept., at 1 P.M.

PERSIA.....9,000 Tons..... FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £245.

HONGKONG TO SAN FRANCISCO via New York " " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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### STEAMERS PASSED THE CANAL.

July 11th—Himalaya, Hyon, Moyine, Oopack, Alasia, Vorwaerts, 14th—Bramar, Kinloch, Myrmidon, Peshawar, Sardina, 15th—Benloze, Nib, Friss Ludwig, Welch, Prince, 21st—Idemone, Kama, Mera, Polynesian, 25th—Glenn, Laria, 28th—Scandia, Surda, Indra, Rhinella, August 1st—Antiochus, Benvenue, Huelon, Ceylon, Dacre Castle, Nelson, 4th—Agamemnon, Ali Maru, Antenor, Austria, Caledonia, Dunblane, St. Patrick, Sithonia, York.

### ARRIVALS AT HOME.

Aug. 4th—Ernest Simons, Machan, Afghan Prince.

### PRINTING

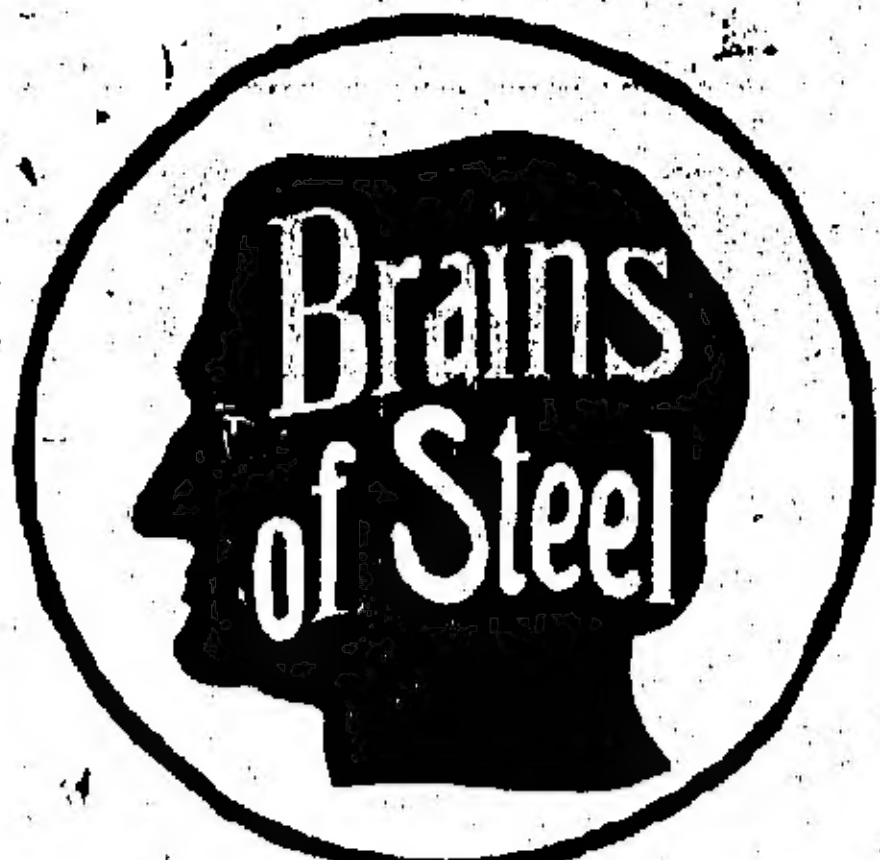
Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Prices





## "BRUNSVIGA" CALCULATING MACHINE

GRIMME, NATALIS & Co.,  
BRAUNSCHEWIG.

For inspection apply to the  
Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 900.  
Hongkong, 4th August, 1911.

## Kios Cigarettes

First class  
in quality and packing  
Türk. Tabak- & Cigaretten-Fabrik „Kios“ o. E. Robert Böhm, Dresden.

Hongkong, 4th August, 1911



Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 4th August, 1911

### POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The *Luzon*, with the Siberian Mail, is due to arrive here to-day.

The R.M. s.s. *Empress of China* having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N. D. L. Mail steamer *Luzon*, which is expected to arrive here about the 8th August.

FOR	PER	DATE
Singapore, Penang and Calcutta	Choyang	Tuesday, 8th, 11.00 A.M.
Singapore, Penang and Calcutta	Kutong	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow	Haiton	Tuesday, 8th, NOON
Manila, Cebu and Iloilo	Sui Tai	Tuesday, 8th, 1.15 P.M.
Manila, Cebu and Iloilo	Taming	Tuesday, 8th, 3.00 P.M.

Keelung, Nagasaki, Kobe, Yokohama, Victoria and Tacoma

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Manila, Cebu and Iloilo	Sui Tai	Wednesday, 9th, 11.00 A.M.
Manila, Cebu and Iloilo	Oansa	Wednesday, 9th, 2.00 P.M.
Manila, Cebu and Iloilo	Sui Tai	Thursday, 10th, 1.15 P.M.
Manila, Cebu and Iloilo	Kucio	Thursday, 10th, 3.00 P.M.
Manila, Cebu and Iloilo	Zakra	Thursday, 10th, 3.00 P.M.
Manila, Cebu and Iloilo	Likan	Thursday, 10th, 3.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO

Swatow Amoy and Foochow	Haiton	Friday, 11th, NOON
Manila, Cebu and Iloilo	Sui Tai	Friday, 11th, 1.15 P.M.
Manila, Cebu and Iloilo	Ichua	Saturday, 12th, 11.00 A.M.
Manila, Cebu and Iloilo	Loongang	Saturday, 12th, 1.00 P.M.
Manila, Cebu and Iloilo	Sui Tai	Saturday, 12th, 1.15 P.M.

EUROPE, &c., INDIA VIA TUTICORIN  
(Late Letters 11.00 to NOON. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, VICTORIA and SEATTLE	Awa Maru	Tuesday, 15th, 3.00 P.M.
Singapore, Penang and Colombo	Iyo Maru	Tuesday, 15th, 5.00 P.M.
Manila, Cebu and Iloilo, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	Taiyuan	Thursday, 17th, 3.00 P.M.
Santa Cruz	Mausang	Saturday, 19th, 11.00 A.M.
Manila, Cebu and Iloilo	Rubi	Monday, 21st, 3.00 P.M.

**MONEY LETTERS.**—The Post Office declines all responsibility for registered letters containing bank notes or jewelry, and where Registration has been neglected WILL MAKE no enquiries into alleged losses of such (Postal Guide 121).  
Mails for CANTON, WUCHOW and SAMBURI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.  
A Mail for MACAO is despatched per s.s. *Sui Tai* on week-days at 7.15 a.m., on Sunday the mail for MACAO is closed at 8 a.m.  
Mails for NANTAU and SUABU are closed every week-day at 6 p.m.  
Mails for KONGMOON and KUMOH are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.  
A mail for Long Island (Cheung Chow) will be despatched per steamer launch *Chengchow* daily at 2.30 p.m.

### COMMERCIAL

#### EXCHANGE CLOSING QUOTATIONS.

August 5th.	
ON LONDON	Telegraphic Transfer 194
Bank Bills, on demand	194
Bank Bills, at 30 days sight	194
Bank Bills, at 4 months sight	194
Credit, at 4 months sight	194
Documentary Bills 4 months sight	194
ON PARIS	Bank Bills, on demand 226
Credit, at 4 months sight	230
ON NEW YORK	On demand 183
Bank Bills, on demand	43
Credit, at 60 days sight	44
ON BOMBAY	Telegraphic Transfer 134
Bank, on demand	134
ON CALCUTTA	Telegraphic Transfer 134
Bank, on demand	134
ON SHANGHAI	Bank, at sight 74
Private, 30 days sight	75
ON YOKOHAMA	On demand 87
ON MANILA	On demand 87
ON SINGAPORE	On demand 76
ON BATAVIA	On demand 107
ON HATYONG	On demand 14
ON SAIGON	On demand 84
ON BANGKOK	On demand 84
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per oz.	\$58.00
BAR SILVER, per oz.	\$24.4

#### SUBSIDIARY COINS.

	per cent
Chinese 20 cents pieces	\$7.25 discount
Chinese 10	\$7.50
Hongkong 20	\$6.60
Hongkong 10	\$7.14

### SHARE LIST.—QUOTATIONS. HONGKONG, AUGUST 4th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, sellers
China Bank Company, Limited	60,000	\$12	all	\$87 10/
China Light and Power Company, Limited	50,000	\$5	all	\$9
China Bank of Commerce, Limited	50,000	\$1	all	\$1, buyers
China Bank of Commerce, Limited	200,000	\$10	all	\$8.20, buyers
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$61
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Lao-Lung-Mow Cotton Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 61
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$4, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$21
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11 1/2, sellers
Manila Metropole Hotel Limited	8,000	\$5	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$180
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17 1/2, bu. & div.
H'kong & Canton China Steam Fisheries Co., Ltd.	15,000	\$30	all	\$7 1/2, sellers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$210
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125, sales
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350
North-China Insurance Co., Limited	10,000	\$15	\$5	\$168, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$315, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$210, @ Ex 75, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$93 1/2, d. buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$6 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 91
West Point Building Co., Limited	12,500	\$50	all	\$45, x. div. sel.
MINE.—				
Societe Francaise des Charbonnages de Tonkin	15,000	Fos. 250	all	\$700
Raul Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$12, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$11, buyers
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$117 1/2, buyers
Leeson Sugar Refining Co., Limited	7,000	\$100	all	\$24
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$30 1/2, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$65, (L'don. sales \$5 17. 6
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$11, sellers
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$11, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$10 1/2
South China Morning Post, Limited	10,000	\$10	all	\$10 1/2
Steam Laundry Company, Limited	20,000	\$5	all	\$6 1/2
STOCKS AND DISPENSARIES.—				
Cambell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4.40
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
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Noon—Ninetieth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd. TO-MORROW		August 3rd.	
Noon—Ordinary General Meeting of Hongkong and South China Steam Fisheries Co., Ltd. 5.30 p.m.—Annual General Meeting of Victoria Recreation Club, in the Gymnasium.		Quotations are:—	
FORTHCOMING EVENTS.			
Saturday, 12th August—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., at 12.30 p.m.		Malwa New	\$2,350/2,400 per picul
Tuesday, 15th August—Hippodrome Circus at Causeway Bay, 9.15 p.m.		Malwa Old	\$2,420/2,450
Saturday, 19th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation at City Hall, Noon.		Malwa V. Old	\$2,500/2,550
		Persian fine quality	\$2,600/2,700
		Persian extra fine	\$2,300
		Patna New	\$2,650 per chest
		Patna Old	\$2,525
		Banars New	\$2,525
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